

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Francis Scott Key Motel Inventory Number: WO-555
Address: 12806 Ocean Gateway Highway Historic district: ☐ yes ☒ no
City: Ocean City Zip Code: 21842 County: Worcester
USGS Quadrangle(s): Ocean City, Berlin
Property Owner: Francis Scott Key Motel Ltd. Partnership Tax Account ID Number: 2410013658
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple
Project: Bridge No. 2300700, US 50 over Sinepuxent Bay Agency: SHA
Agency Prepared By: KCI Technologies, Inc.
Preparer's Name: Gail Lin Walls Date Prepared: 4/6/2005
Documentation is presented in: MIHP Form WO-555

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☒ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Francis Scott Key Motel is located 12806 Ocean Gateway Highway immediately west of Ocean City, Maryland. The complex is comprised of 34 buildings including the main dwelling, a Cape Cod residence, two, one-story motel buildings, sixteen cabins, two pool houses, three modern garages, a shed and eight modern, two-story motel buildings. The earliest buildings on the complex date circa 1945. The property sits on 13.11 acres of wooded and open land.

The Francis Scott Key Motel was constructed immediately after World War II as the Ocean City area grew in popularity as a family beach resort. The main motel structure, several cabins and the one-story motel buildings were the first buildings to be constructed. Additional buildings were later added as the vacation spot became more popular.

The Francis Scott Key Motel is recommended eligible for the National Register of Historic Places for its association with the local tourism industry in Ocean City, Maryland under Criterion A. The motel offers a full-range of services that help accommodate visitors to the popular resort. The motel complex retains many of the original features that tie it to its significance; it remains in its original location and setting, and, although, several modern motel buildings have been constructed onto the property, they are located at the rear of the property and do not compromise the original wooded setting of the lodge and original cabins.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐
Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Tarleton
Reviewer, Office of Preservation Services

B. Kuntz
Reviewer, National Register Program

06/12/07
Date

6/18/07
Date

200701406

Francis Scott Key Motel
WO-555
12806 Ocean Gateway Highway (Route 50)
Ocean City
Date of Construction: 1945-present
Access: Private

The Francis Scott Key Motel is located 12806 Ocean Gateway Highway immediately west of Ocean City, Maryland. The complex is comprised of 34 buildings that include the main dwelling, a Cape Cod residence, two, one-story motel buildings, sixteen cabins, two pool houses, three modern garages, a shed, and eight modern, two-story motel buildings. The earliest buildings on the complex date to circa 1945. The property sits on 13.11 acres of wooded and open land.

The Francis Scott Key Motel developed immediately after World War II as Ocean City grew in popularity as a family beach resort. Beginning with the main motel, several cabins, and the one-story motel buildings, additional buildings were later added, as the vacation spot grew more popular.

Inventory No. WO-555

1. Name of Property (indicate preferred name)

historic Francis Scott Key Motel

other

2. Location

street and number 12806 Ocean Gateway Highway (Route 50) _____ not for publication

city, town	Ocean City	vicinity
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county Worcester

3. Owner of Property (give names and mailing addresses of all owners)

name	Francis Scott Key Motel Limited Partnership
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street and number	12806 Ocean Gateway	telephone	unknown
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city, town	Ocean City	state	MD	zip code	21842-9546
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4. Location of Legal Description

courthouse, registry of deeds, etc. Worcester County, Tax Assessors Office liber 2456 folio 348

city, town	Snow Hill	tax map	27	tax parcel	8-196 & 7-527	tax ID number	2410013658
					7-203 & 7-207		

5. Primary Location of Additional Data

☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

[illegible]

7. Description

Inventory No. WO-555

Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Francis Scott Key Motel is located 12806 Ocean Gateway Highway immediately west of Ocean City, Maryland. The complex is comprised of 34 buildings that include the main dwelling, a Cape Cod residence, two, one-story motel buildings, sixteen cabins, two pool houses, three modern garages, a shed, and eight modern, two-story motel buildings. The earliest buildings in the complex date circa 1945. The property sits on 13.11 acres of wooded and open land.

The L-shaped main lodge (see #1 on sketch plan) is located approximately 200 feet east of Ocean Gateway Highway (Route 50) in a wooded area. The main lodge is an example of a Colonial Revival dwelling.

The three-story, eleven-bay, Colonial Revival building was constructed circa 1950. The walls are covered with wood shingles and support a cross-gable roof covered with asphalt shingles. The north elevation has six gabled dormers with single, six-over-six, double-hung sash windows. The dormers are clad in wood siding. The second floor fenestration includes eight-over-eight, double-hung sash windows flanked by wood shutters. The windows on the first floor are single, eight-over-sixteen, double-hung sash windows, flanked by wood shutters. Wrought iron grates are located under the five center windows. Concrete steps lead to colossal square pilasters that support the front gable entryway. A wood door with etched glass is flanked with sidelights and topped with a fanlight.

The east elevation includes with single, eight-over-eight, double-hung sash windows. Steps lead up to the second story, balustraded porch. A glass door leads into the second floor. An enclosed porch with, double-hung sash windows topped with transoms comprises the second floor. The south elevation has a shed dormer with two sets of wood steps that lead to a steel door into the dormer. The windows are paired, eight-over-eight, double-hung sash. Paired, one-over-one, double-hung sash windows are also located on the addition constructed off of this elevation. Wood steps lead up to a balustraded balcony. The west elevation has single and paired, eight-over-eight, double-hung sash windows. Wood shutters flank the windows on the second and third floors. Wood steps lead to a balustraded balcony on the second floor. Two, eighteen-pane fixed windows with wood muntins pierce the first floor.

The south elevation of the ell has an exterior, brick chimney and wood steps that lead to a door on the second floor. The west elevation of the ell is pierced with eight-over-eight, double-hung sash windows flanked by shutters on the first floor. Two solid, wood doors lead into the building. A portico supported by square pilasters extends the width of this elevation.

Two, one-story ranch motels (see #2 on sketch plan) constructed circa 1950-1960 are located to the east of the main lodge. The H-shaped, gabled, frame buildings each have ten units and are clad in board and batten siding except for horizontal wood clapboard siding that covers the west gable ends of the building. Three, gable dormers have single, six-over-six, double-hung sash windows located on the west elevation. The windows piercing the main story are single, six-over-six, double-hung sash. Square wood posts set on a concrete deck patio support a portico that extends the main elevation. Handicap ramps lead to the patio.

Sixteen cottages constructed circa 1945-1960 also dot the property. The first six are grouped together along the east side of Elm Street (see #3a on sketch plan). All are one-story, frame buildings with single, six-over-six, double-hung sash windows. Five buildings, however, have a side-gable roof while the sixth has a front-gable roof. Porches either have concrete steps that lead to a small porch with wrought-iron railings and a shed roof or a shed roof porch that spans the main (west) elevations covered with a shed roof.

The second group is also located along the east side of Elm Street approximately 100 feet from the above grouping (see #3b on sketch plan). The three cottages are all frame with wood siding and single, one-over-one, double-hung sash windows. Square posts support shed roofs over the front (west elevation) porch.

Two cottages are located to the west of the main swimming pool (see #3c on sketch plan). The frame buildings are clad in wood clapboard with side gable roofs. The windows are single, six-over-six, double-hung sash windows flanked by louvered shutters. Wood posts support a shed roof of the front porches. The last five cottages are located to the southwest of the main dwelling (see #3d on sketch plan). The front-gable, frame buildings have a combination of single, one-over-one or six-over-six, double-hung sash windows. An enclosed hipped-roof porch with overhangs is located off of the main (east) elevations.

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Eight modern, two-story, motel buildings (circa 1990-present) are located to the south of the main elevation (see #4 on sketch plan). They are clad with aluminum siding on the gable ends and faced with board and batten facing. The windows are one-over-one, double-hung sash with eight-over-eight, snap-in muntins.

A pool-house (see #5a on sketch plan), constructed circa 1950, is one-story with an asphalt-covered, side-gable roof. A cupola with a weathervane sits at the center of the ridge. The walls are clad in clapboard siding. The windows are single, six-over-six, double-hung sash with louvered shutters. The doors are a mixture of wood/glass and wood. A shed addition is located off of the rear (south) elevation. A small frame shed is located opposite of the pool house on the north side of the pool (see #6 on sketch plan). A second pool house (see #5b on sketch plan) is located southwest of the larger pool house. The frame building is clad in wood clapboard and supports a side-gable roof. The windows are single, six-over-six, double-hung sash. The doors are wood pierced with lights. Square posts support an overhanging roof.

A garage constructed circa 1980 is located to the southeast of the main lodge (see #7 on sketch plan). The front-gable, frame building sits on a concrete block foundation; the roof is covered in asphalt shingles. The windows are single, one-over-one, double-hung sash. An overhead door is located on the main (north) elevation. Wood steps lead to a wood door on the side (east) elevation. Two modern garages along Elm Street were constructed circa 1997 (see #8 on sketch map). They are frame and clad in board and batten siding. The side-gable roofs are covered in asphalt shingles. The doors are a combination of overhanging and wood doors with nine-fixed lights.

A one-and-a-half story, Cape Cod dwelling (see #9 on sketch plan) constructed circa 1950 is located immediately north of the main lodge. The stucco walls support a steep, side-gable roof with two dormers located on the main (north) side. A shed dormer with ribbon and single, six-over-six windows is located off of the rear (south) elevation. An exterior chimney with a clay drip-cap is located off of the far side (west) elevation. The windows are primarily single, six-over-six, double-hung sash flanked by louvered shutters. Smaller, single, four-over-four, double-hung sash pierce the gables.

Three additions have been constructed off of the main section. The first is a side-gable addition constructed off of the side (east) elevation. The addition is also covered with stucco and is pierced with similar windows. A shed addition has been constructed off of the rear (south) elevation. This addition is pierced with single, eight-over-eight, double-hung sash as well as single, six-over-six that flank a multi-paned, wood door. The final addition has been constructed off of the southwest corner. The parged walls support an offset gable roof. Paired, six-over-six, double-hung windows flanked with louvered shutters pierce the rear (south) elevation.

8. Significance

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Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input checked="" type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates	1945-present	Architect/Builder	Unknown
Construction dates	circa 1950-present		

Evaluation for:

☒ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Located approximately one-mile west of Ocean City, Maryland, the Francis Scott Key Motel, located at 12806 Ocean Gateway Highway (Route 50), was constructed circa 1945-present. The Francis Scott Key Motel is recommended eligible for the National Register of Historic Places for its association with the local tourism industry in Ocean City, Maryland (Criterion A). The motel complex retains many of the features that tie it to its significance; it remains in its original location and setting, and, although, several modern motel buildings have been constructed onto the property, they are located at the rear of the property and do not compromise the original wooded setting of the lodge and original cabins. The motel is not associated with any person of local, regional, or national significance (Criterion B). The Francis Scott Key Motel is recommended not eligible for listing in the National Register of Historic Places under Criterion C because several additions on the main buildings have compromised its integrity of workmanship and design. Further, it is not the work of a master (Criterion C). Finally, it does not appear to possess the potential for additional significant historical information (Criterion D).

Development of Tourism of Tourism and Resorts in the Ocean City Area

Ocean City, Maryland evolved from a desolate area to a booming resort community in the late-nineteenth century. Prior to the first hotel built, the area was home to fewer than ten families at any given time, and at times was completely uninhabited. Few people saw the potential of the small area along the shore and it wasn't until the early twentieth century that Ocean City saw a real upswing in commerce and resort traffic. The mid-to late twentieth century proved to be the most influential times for the area, with development and expansions continuing today.

Perhaps based on the success of the resort community at Cape May, New Jersey, the first attempt was made to establish a "resort" on Assateague Island in 1839. The Atlantic Company was chartered on July 16, 1839 and at their first meeting plans were drawn for the construction of a hotel. A newspaper article dated a week later described the plans for the hotel as follows:

The House is very low, that it may present a small front, and thus be better able to withstand the assaults of the wind. We understand that its location is one of the most secure and desirable on the beach, affording a fine view of both the Ocean and the Bay. A company of carpenters, attached by one of the committee, left here Monday of last week (Touart 1994: 86).

The hotel and the corporation do not seem to have progressed beyond this first meeting and no hotel was constructed.

Throughout the mid-nineteenth century little was done to promote the development of a resort on the island. However in 1866 an enterprising farmer on the mainland opened his farmhouse to guests and provided transportation across the Sinepuxent Bay to what later became Ocean City. The farm, known as "Ocean House" became the first "resort" style accommodations; however, it was not located on the island itself (Touart 1994: 87).

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The stabilization of the economy following the Civil War also allowed for the completion of the Wicomico and Pocomoke Railroad from Salisbury to Berlin, which was the closest settled town to the ocean in Maryland. Rumors persisted at the time that the railroad was to extend to the Sinepuxent Bay; however this did not occur for years.

Multiple accounts of the "first" true resort (i.e. a hotel or cottage) on the island exist and most contradict each other. Newspaper accounts, interviews, and various secondary sources all cite at least three different individuals as owning and operating the first resort Assateague Island. Garnered from these accounts, it appears that four enterprising individuals were working to establish themselves on the island between 1868 and 1869 – an obvious result of the railroad being extended to Berlin.

It was in large part due to the success of both Atlantic City and Cape May that other seaside areas began to develop as resort communities. The general economy of the country was good and investors were looking for ways to expand and increase their profit. In addition, the middle class continued to become more prosperous and their desire to emulate the upper class created a demand for more vacation destinations.

As the resort community atmosphere continued to expand and develop, there was a need for the development of a community to support the resorts. As additional hotels were constructed, the local population continued to grow. One sign of this growth, and the evolution of a year-round population, was the construction of three churches in the Ocean City.

Ocean City continued to grow and develop throughout the early twentieth century with the introduction of additional amusements and recreational activities. After World War II, however, the landscape of Ocean City began to expand beyond the borders of the original island.

Part of the Ocean City expansion was due to the opening of the Chesapeake Bay Bridge in 1952, from Washington and Baltimore to the coastal side of Maryland (www.beach-net.com/ochistory.html; accessed on March 26, 2005). The area continued to grow throughout the later half of the twentieth century. According to one local historian:

The 1950s saw the laying of new streets and the widening of old ones, the fashioning of an airport, and the beginning of deep sea fishing. The 1960s brought the population and real estate surges, land annexations, new and improved infrastructure, trailer parks, destruction from another storm, and the creation of such organizations as life saving and beach patrols. The 1970s witnessed the largest expansion, with the inception of the Ocean City Life Saving Museum and the headlining of condominium row. (Hayes 1999: 10)

The post World War II boom was seen across the country. The middle class continued to evolve, and it became common for families to vacation each year. The ocean, and subsequently Ocean City, became key resort locations. A shift was seen from the traditional hotels, which served meals, to the more cost effective motel which appealed more to the family and the modern motor vacation. During the 1950s and 1970s almost fifty motels were constructed in Ocean City alone (Hayes 1999: 10).

The Francis Scott Key Motel was constructed during this time. As more families purchased automobiles and had increased amounts of leisure time, families took to the open road for vacations. Motels catered to the motorized vacationers and were more cost effective than standard hotels. Motels provided a place for a short stay before guests drove off to their next destination.

In the 1980s, luxury townhouses and rezoning policies were created in and for a small town that now laid claim to being one of the densest resorts in the country. The resort in the 1990s saw improvements and refinements as well as the razing of some of the old buildings and the development of many of the new. One description of the community in 1991 reads as follows:

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On this narrow strip of land rising almost imperceptibly from the sea, there are over 500 rental apartment buildings, ranging from high-rises to cottages; 38 hotels; 81 motels; and a mobile home park with 1800 lots. There are 158 restaurants, hundreds of home maintenance and supply businesses, 33 banks, and 70 real estate and rental agencies. In the boom decade of the 1970s, 575 single-family dwellings went up and an incredible 10,853 units in multi-family buildings. There are several hundred grocery, candy, clothing, gift, jewelry and specialty shops, and 66 amusement parks, miniature golf courses, arcades and waterslides (Corrdry 1991:7)

The twenty-first century has seen the introduction of a \$3.5 million boardwalk renovation and expansion project.

History of Francis Scott Key Motel

In 1919, William Gantt sold his farm that included three islands on the west side of the Sinepuxent Bay to John Johnson for \$19,000 (Liber ODC 37, folio 396). In 1932, Mr. Johnson left the farm to Clara Fox (Will Book PJ 1, Page 498). Three years later Mrs. Fox and her husband, Frank, sold the farm to William T. Elliot for "\$10.00 and other valuable considerations" (Liber B.B. 22, folio 498). In 1940, Mr. Elliot and his wife, Edna, sold lots, 18, 19, and 20 of "Elliot's Development" that was surveyed in 1940 to William J and Mary Hastings. This deed also mentions the new state highway that bordered the property (Liber JEB 8, folio 257). In 1953, William J. Hastings and his wife, Catherine, sold the property to Norman Y. Hastings and William J. Hastings, III as tenants-in-common (Liber EWR 61, folio 1376). The Francis Scott Key Motel was begun immediately after World War II as Ocean City grew in popularity as a family beach resort. Beginning with the main motel, several cabins, and the one-story motel buildings, additional buildings were added as the vacation spot grew more popular.

In 1968 the Hastings sold the property to Guy and Gloria Waddell. This transaction also included lots 16 and 17 that the Hastings purchased in 1952 from Fred and Violet Stickel recorded in Liber CWN No. 54, folio 493; lot 31 purchased from Mary C. Hastings in 1966 recorded in Liber FWH 215, folios 369 & 370; lots 22 and 23 purchased from William J. Hastings and Mary C. Hastings in 1948 recorded in Liber CWN 31, folios 213 & 214; lot 9 and parts of 7 and 8 that were a part of "The Farms Co. Inc." purchased by William J. Hastings and Mary C. Hastings in Liber EWR 61, folio 376 and Liber FWH 215, folio 366 in 1966. The transaction finally included a Right of Way as well as all of the furniture, fixtures, linens, and etc. from the Francis Scott Key Motel (Liber FWH 234, folio 554).

Four years later, the Waddell's sold the motel along with Right of Way to William K. Baker and his wife Barbara (Liber FWH 359, folio 133). The motel was operated by several companies owned by the Baker Family and was sold in 1997 to the Francis Scott Key Motel Limited Partnership (Liber RHO 2456, folio 348).

Bibliography

Clark, Jr., Clifford E.
1986 *The American Family Home 1800-1860*. Chapel Hill: University of North Carolina Press.

Corrdry, Mary U.
"City on the Sand: Ocean City, Maryland, and the People Who Built It." Tidewater Publishers, Maryland.

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Fleming, Kevin, David Trozzo and Jane Vessels

1990 *Ocean City: Maryland's Grand Old Resort*. Portfolio Press, Ltd. Annapolis, MD

Hayes, Nan DeVincent and John E. Jacob

1999 *Images of America: Ocean City Volume 1*. by Nan DeVincent-Hayes, Ph.D. and John E. Jacob. Arcadia Publishing: Charleston SC

Hurley, George and Suzanne

1979 *Ocean City Maryland: A Pictorial History*. Donning Company publishers. Virginia Beach, VA.

Land Records

12/31/1919 Liber ODC. 37, folio 396. Worcester County Deed Room. Snow Hill, Maryland.

5/29/1935 Liber BB 22, folio 498. Worcester County Deed Room. Snow Hill, Maryland.

12/10/1940 Liber JEB 8, folio 257. Worcester County Deed Room. Snow Hill, Maryland.

1/1/1948 Liber CWN. 21, folios 213 and 214. Worcester County Deed Room. Snow Hill, Maryland.

11/16/1952 Liber CWN. 54, folio 493. Worcester County Deed Room. Snow Hill, Maryland.

5/20/1953 Liber EWR. 61, folio 376. Worcester County Deed Room. Snow Hill, Maryland.

12/29/66 Liber FWH. 215, folio 366. Worcester County Deed Room. Snow Hill, Maryland.

12/29/66 Liber FWH. 215, folios 369 and 370. Worcester County Deed Room. Snow Hill, Maryland.

6/28/1968 Liber FWH 234, Folio 554. Worcester County Deed Room. Snow Hill, Maryland.

7/20/1972 Liber FWH 359, Folio 133. Worcester County Deed Room. Snow Hill, Maryland.

11/25/1999 Liber RHO 2456, Folio 348. Worcester County Deed Room. Snow Hill, Maryland.

McAlester, Virginia and Lee

1993 *A Fieldbook to American Architecture*. New York: Alfred A. Knopf.

National Register of Historic Places

1990 *How to Apply the National Register Criteria for Evaluation*. National Register Bulletin 15. Washington, D.C.: National Park Service.

Register of Wills

4/5/1922 Liber PJ 1, folio 3. Worcester County. Snow Hill, Maryland.

Schweitzer, Robert and Michael W. Davis

1990 *America's Favorite Homes: Mail Order Catalogues as a Guide to Popular Early 20th Century Houses*. Detroit, Michigan: Wayne State University Press.

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Touart, Paul Baker

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www.beach-net.com/ochistory.html: accessed on March 20, 2005.

www.beach-net.com/ochistory.html; accessed on March 26, 2005.

www.ococean.com/history/html; accessed on March 20, 2005.

9. Major Bibliographical References

Inventory No.

WO-555

See Section 8

10. Geographical Data

Acreage of surveyed property _____ 13.11 acres
Acreage of historical setting _____ 13.11 acres
Quadrangle name _____ Ocean City and Berlin

Quadrangle scale: 1 : 24 000

Verbal boundary description and justification

The recommended National Register Boundary for the Francis Scott Key Motel includes the current tax parcels: 27-8-196; 27-7-527; 27-7-203 & 27-7-207. This boundary conveys the property's significance under Criterion A its association with the tourism industry of Ocean City, Maryland. Modern buildings located on the property are considered non-contributing resources and are shaded on the attached sketch plan. The boundary was defined following the guidelines set forth in the National Register Bulletin 21: Defining Boundaries for National Register Properties.

11. Form Prepared by

name/title	Gail Lin Walls/Architectural Historian		
organization	KCI Technologies	date	April 8, 2005
street & number	5001 Louise Drive, Suite 201	telephone	(717) 691-1340
city or town	Mechanicsburg	state	Pennsylvania

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

W0-555

Ocean Gateway (Route 50)



Elm Street

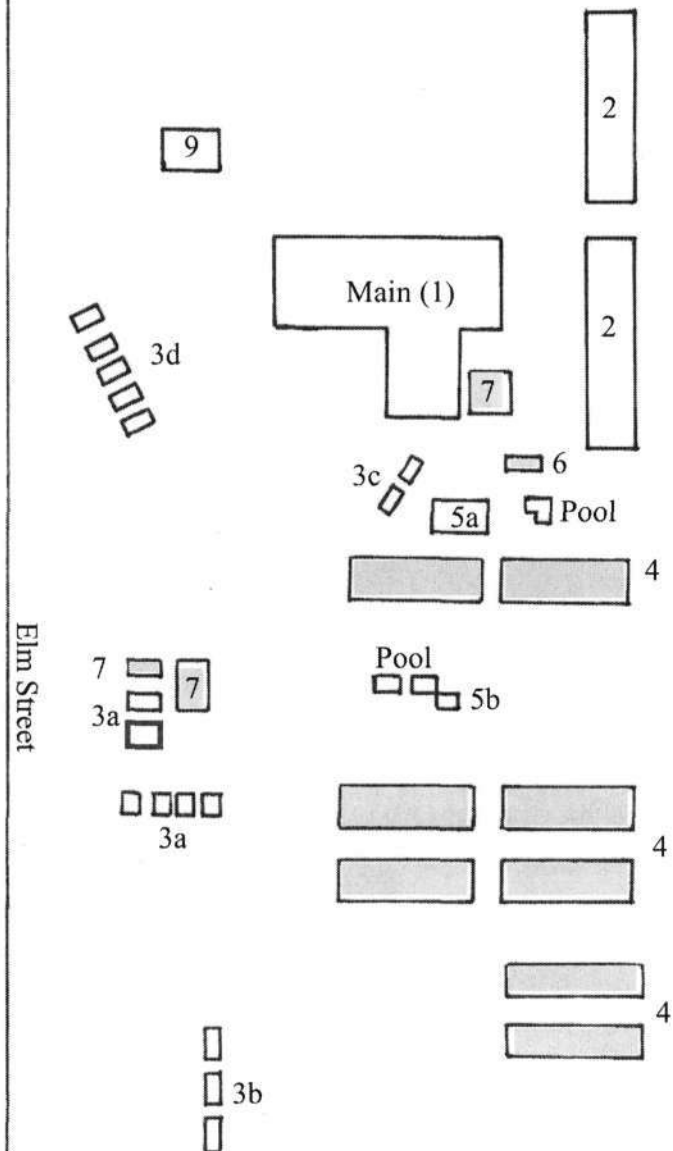
Building Key

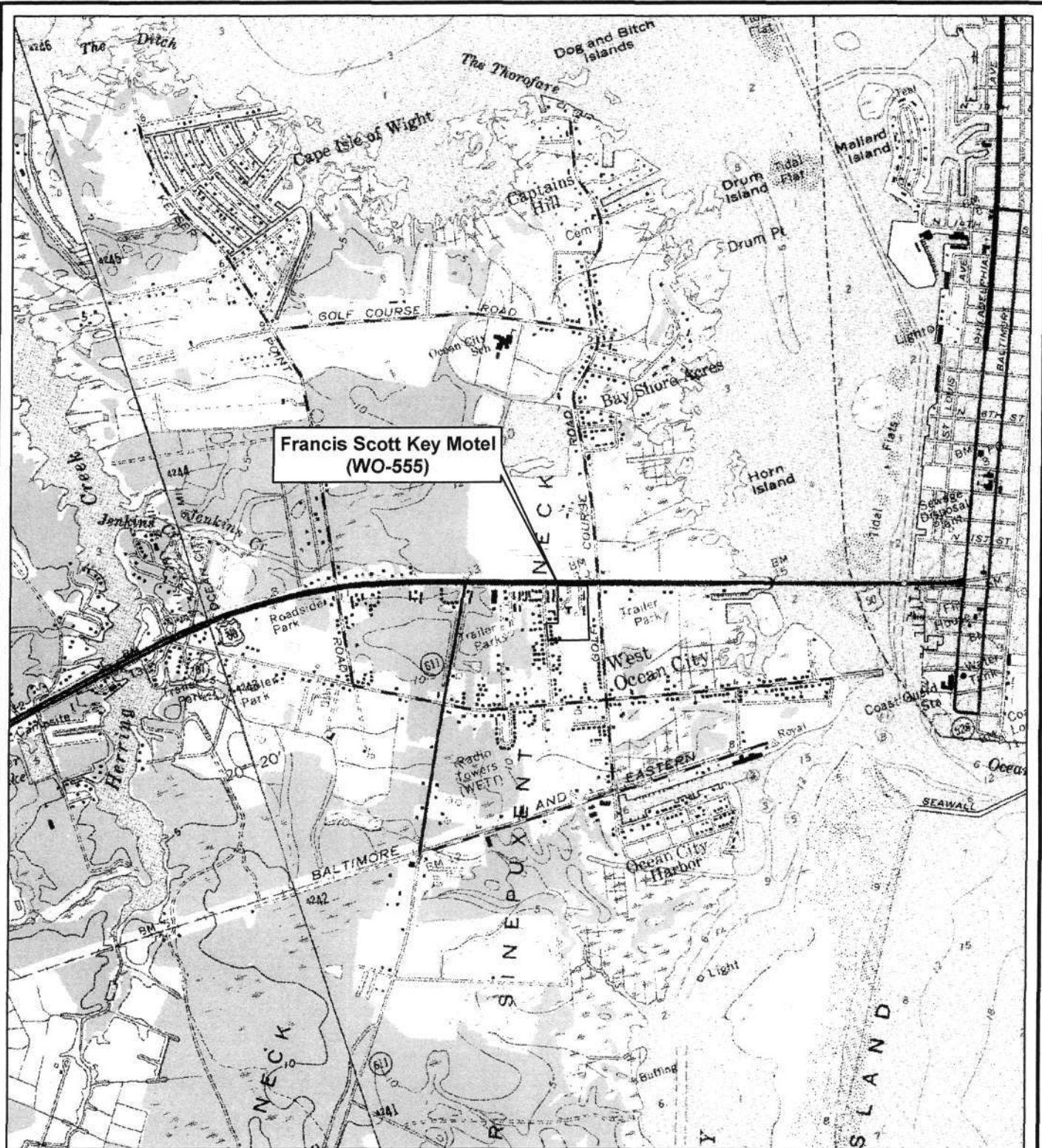
1. Main Building - 1950
2. 1-Story Motel Buildings - 1950-1960
3. 1-Story Cottages (a-d) - 1945-1960
4. 2-Story Modern Buildings - 1995-Present
5. Poolhouse (a & b) - 1950-1960
6. Shed - 1980
7. Garage/Workshop - 1980
8. Modern Garages - 1997
9. Cape Cod - 1930-1940

 = Non-Contributing Building

NOT TO SCALE

**Sketch Plan of Francis Scott Key Motel
Illustrating the Relationship of Buildings**





0 1,000 2,000
Feet



**Francis Scott Key Motel
12806 Ocean Gateway**

Bridge No. 2300700
US 50 over Sinepuxent Bay
Worcester County, MD

Sources: Ocean City & Berlin, MD
USGS 7.5 Minute Quadrangles



K10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

147-3346-04 N 2 33-2(040)

North elev.

1 of 20



W0-555
Francis Scott Key Motel

Worcester County, MD
Sandra Scaffidi

3/05

MD SHPO

< >001
164 934 1111 238 200400

North/east elev.

2 of 20



K10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No.25A>091

1475349 N H H 2 06 2 (040)

South/West elev.

3 of 20



W10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

West elev

<No. 26A2092

1-2 734-6 719-2 24 2(0440)

4 of 20



4000 →
3000 →
2000 →
1800 →
1600 →
1400 →
1200 →
1000 →
800 →
600 →
400 →
200 →
0 →
-200 →
-400 →
-600 →
-800 →
-1000 →
-1200 →
-1400 →
-1600 →
-1800 →
-2000 →
-2200 →
-2400 →

Wb-555

Francis Scott Key Motel

Worcester County, MD

Sandra Scaffidi

3/05

MD SHPO

< >002

164 934+ N N N 2 02 2 (040)

north/west elev.

5 of 20



k10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No.13A>079

147 US4* N E N 1 18 200400

South elev.

6 of 20



W0-555

Francis Scott Key Motel

Worcester County, Maryland

Jenny Gardner

3/23/05

MD SHPO

North & West elevations

7 of 20

000002 NH Z-N H N *+SS /56
<NO.35A>001
977 9343 N H N Z NH ZC0400

PAPER

PAPER

PAPER

001-35A



W10-555

Francis Scott Key Motel

Worcester County, Maryland

Jenny Gardner

3/05

MD SHPO

North/West elev.

8 of 20

147 9344 ~ H H 2 16 2 (040)
<No. 2 >036



WLO-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MDSHPO

<No.24A>090

142 934X N N N-2 20.2 (040)

Westelev.

9 of 20



W10-555

Francis Scott Key Motel

Klorcester County, MD

Jenny Gardner

3/05

MDSHPO

<No.20A>086

14793**NNN-2072(040)

East elev.

10 of 20



WLO-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No. 23A>089

142 93** N N N-2 20 2(040)

South elev.

11 of 20



W0-555

Francis Scott Key Motel

Worcester County, MD

Sandra Scaffidi

3/05

MDSHP0

north elev.

< >004

164 9344 N N N 2 03 2(0400)

12 of 20





W10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No-21A>087

142 93**NNN-2 12 2(040)

north/west elev.

14 of 20



W10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3105

MDSHPO

<No.19A>085

East elev.

15 of 20





klo-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No.22A>088

142 93** N N N-1 06 2(040)

South elev.

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W10-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3105

MD SHPO

<No.29A>095

147 254% ~ ~ N 2 25 2 (040)

North elev.

18 of 20



WO-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No.28A>094

142 93** N N N-2 53.2(040)

East elev.

19 of 20



W0-555

Francis Scott Key Motel

Worcester County, MD

Jenny Gardner

3/05

MD SHPO

<No.27A>093

142 934* N N N 2 37 2 (040)

South elev.

20 of 20